資料34-5

Updates on applicable regulation on EU Inland Waterways – EU Stage V and other related topics

CIMAC WG 5 on
3rd May 2022
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RRPS

Todays Agenda:

- CESNI / ES-TRIN
- Updates Taxonomy – sustainable finance
- FuelEU Maritime
- FAQ

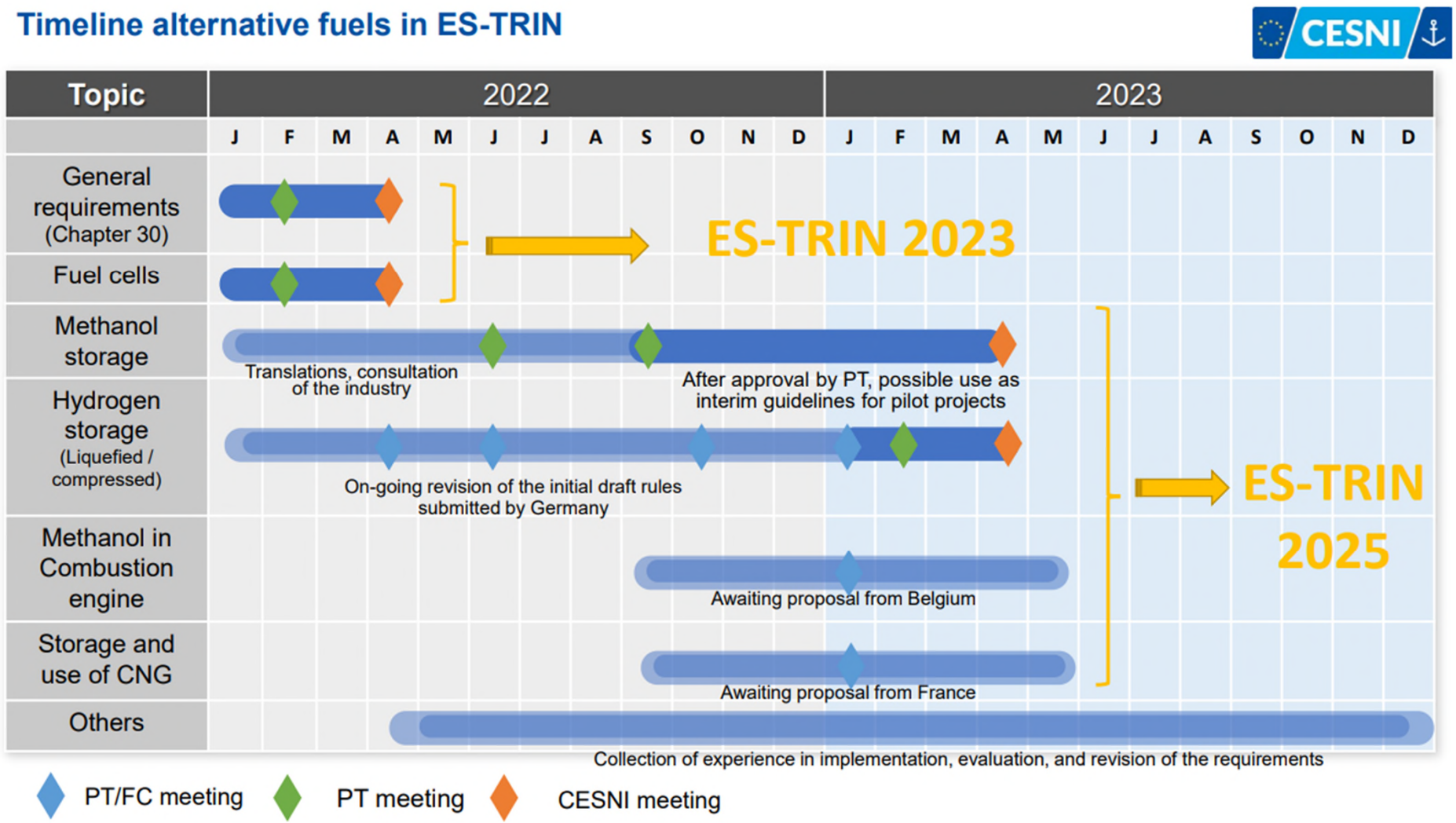
CESNI / ES-TRIN

- CESNI Committee continues its work
- Updated version (ES-TRIN 2023) of ES-TRIN standard is under development (www.cesni.eu)

Topics last CESNI meeting 02/2022

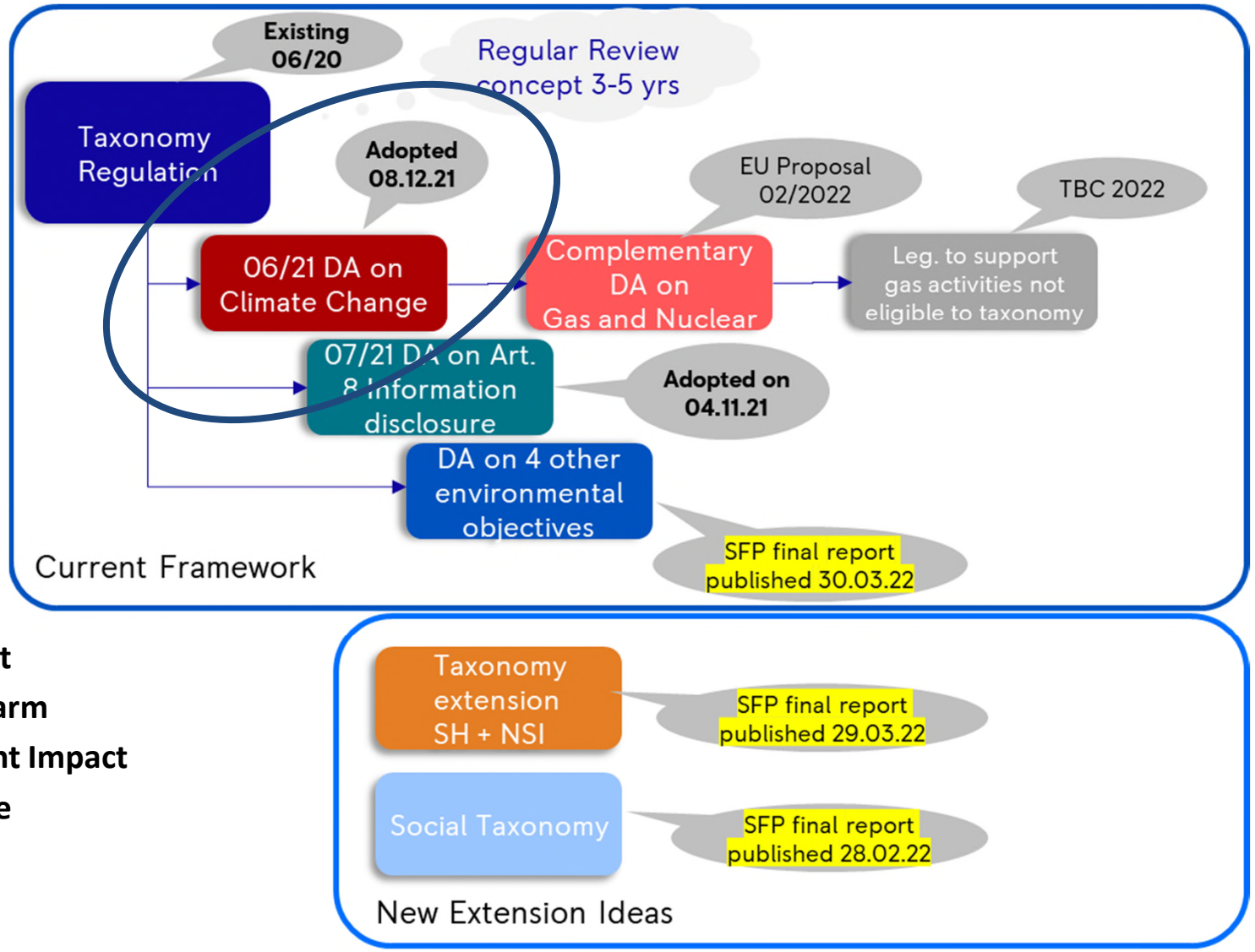
- Engines with alternative fuels – how to assess emissions?
  Pre-2003 engines → no requirements
  Type-approved engines → how to assess emission conformity/durability?
  → guidance under development
  New engines → requirements have not yet been defined, and guidelines are being drawn up by DG GROW. → could field test clauses in Stage V help?
- Applicability of requirements for recreational craft >24m
- Repair of engines – tracking of identity and assure that type-approval remains valid –> amendments to ES-TRIN 2023
- Webpage with an overview on already available engines with Stage V certificate (https://listes.cesni.eu) →manufacturer → competent authority → CESNI
- Ongoing work to cover new technologies and new fuels in technical requirements
  "balance between necessary safety level, economical aspects and time"
  → *see next page*

CESNI / ES-TRIN



EU Taxonomy

Current activity plan of DG FISMA and the Taxonomy platform



- **DA: Delegated act**
- **SH: Significant Harm**
- **NSI: No Significant Impact**
- **SFP: Sust. Finance Plattform**

EU Taxonomy

– initial criteria DA on climate change

6.8. Inland freight water transport

Description of the activity

Technical screening criteria

Substantial contribution to climate change mitigation
1. The activity complies with one or both of the following criteria: (a) the vessels have zero direct (tailpipe) CO_2 emission; (b) where technologically and economically not feasible to comply with the criterion in point (a), until 31 December 2025, the vessels have direct (tailpipe) emissions of CO_2 per tonne kilometre (gCO_2/tkm), calculated (or estimated in case of new vessels) using the Energy Efficiency Operational Indicator[245], 50% lower than the average reference value for emissions of CO_2 defined for heavy duty vehicles (vehicle subgroup 5- LH) in accordance with Article 11 of Regulation 2019/1242.

06/21 DA on Climate Change
Slide added after the meeting for clarification purposes

245 The Energy Efficiency Operational Indicator is defined as the ratio of mass of CO_2 emitted per unit of transport work. It is a representative value of the energy efficiency of the ship operation over a consistent period which represents the overall trading pattern of the vessel. Guidance on how to calculate this indicator is provided in the document MEPC.1/Circ. 684 from IMO.

EU Taxonomy

– initial criteria

6.10. Sea and coastal freight water transport, vessels for port operations and auxiliary activities

Description of the activity

Purchase, financing, chartering (with or without crew) and operation of vessels designed and

Technical screening criteria

Substantial contribution to climate change mitigation

1. The activity complies with one or more of the following criteria:

(a) the vessels have zero direct (tailpipe) CO_2 emissions;

(b) until 31 December 2025, hybrid and dual fuel vessels derive at least 25 % of their energy from zero direct (tailpipe) CO_2 emission fuels or plug-in power for their normal operation at sea and in ports;

(c) where technologically and economically not feasible to comply with the criterion in point (a), until 31 December 2025, and only where it can be proved that the vessels are used exclusively for operating coastal and short sea services designed to enable modal shift of freight currently transported by land to sea, the vessels have direct (tailpipe) CO_2 emissions, calculated using the International Maritime Organization (IMO) Energy Efficiency Design Index (EEDI)[246], 50 % lower than the average reference CO_2 emissions value defined for heavy duty vehicles (vehicle sub group 5-LH) in accordance with Article 11 of Regulation 2019/1242;

(d) where technologically and economically not feasible to comply with the criterion in point (a), until 31 December 2025, the vessels have an attained Energy Efficiency

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EU Taxonomy

Status Discussion for Maritime and Inland Waterway Transport

11.04.22: Sustainability Platform (ST8 WATER)
invited Inland Waterway experts.

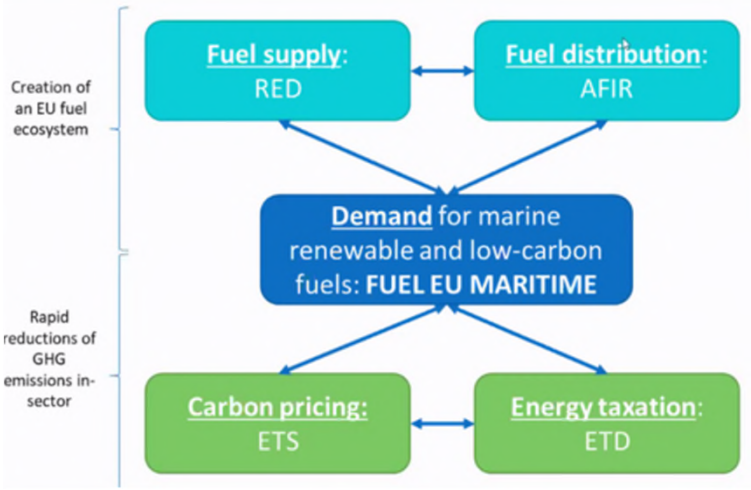
Key takeaways:

- Speed limits not appropriate for IWV
- Review of Criteria to include e-fuel required
  Chair Luca Bonacorsi (T&E) confirmed that such change is already foreseen
- Taxo4: Stage V until 2025 -> Latest Stage (without time limit)

21.04.22 T&E Event: How e-fuels can clean up European shipping

- Side Discussion for the Maritime Sector
- Taxonomy criteria are going to be revised, with a view to introduce a well-to-wake approach and include RFNBOs

FuelEU Maritime



FuelEU Maritime proposal is now under evaluation by

- EU Council (Memberstates)
- EU Parliament

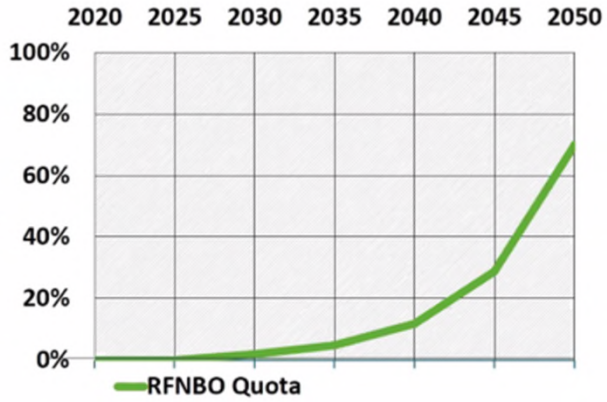
21.04.22 T&E Event: How e-fuels can clean up European shipping

- Member state proposal (DE BMUK) to introduce a sub Quota for RFNBO for shipping

  - **Excellent support in that group**
  - **Support by Vera Tax MEP (Shadow S&D)**

- [2%] from 1 Jan. 2030; *(~ 26 PJ*)*
- [5%] from 1 Jan. 2035; *(~ 65 PJ)*
- [12 %] from 1 Jan. 2040; *(~ 164 PJ)*
- [29 %] from 1 Jan. 2045; *(~ 416 PJ)*
- [70 %] from 1 Jan. 2050. *(~ 1045 PJ)*

* The lower calorific value of the used mix of RFNBOs is assumed to be approx. 37 MJ/kg



FAQ

- Jointly developped FAQ on IWT-related aspects how to apply EU NRMM regulation
- Available via homepage of EUROMOT (https://www.euromot.eu/publication-and-events/publications/)
- Ongoing discussion on categorisation of bow-thruster engines and use of auxiliary engines
- Discussion at CESNI committee → update of FAQ planned

Thanks for your interest.

Do not hesitate to contact me also via email:

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